

According to evidence of ship's officers and stories of survivors, the Titanic struck the edge or shelf of a low lying iceberg, about where the arrow indicates on the diagram. The heavy black line indicates approximately the section of the ship's side and bottom torn out by the berg, causing her to fill and later to break amidships. The dotted line indicates the outline of a protective deck or inner hull, such as is incorporated in warships. Experts say that the Titanic would not have sunk had she been built with such an inner hull,

BELIEVE TITANIC'S BULKHEADS TOO LOW

Naval Constructors Say Those Forward Were One Deck Beneath Those Aft.

URGE USE OF INNER HULLS

Officers Point Out That This Feature of Warships Would Make Ocean Liners Much Safer.

| From The Tribune Bureau

Washington, April 19.-Naval officers have the survivors of the wreck of the Titanic, particularly with the view of learning the effect of the collision on the ship. As yet there has been nothing revealed which fully satisfies the naval constructors as to the real cause of the sinking of the ship. Officers on duty here have examined the plans that the ship might have been saved had it not been for what they regard as a deficiency in bulkhead construction.

These officers have observed that in the forward part of the ship the bulkheads extended only to a deck which was one deck lower than the height of the after bulkheads. There was omitted guard, which was to hold its review and from the ship a reinforced bulkhead, parade to-day. In addition, the church which, they say, should have extended served to prevent the inrush of water panied by the usual marching to and from when the vessel settled by the bow, bringing the water line above the for Church of the Incarnation announced last lieved, it was possible for the water to niversary dinner. No future date was set sweep aft and enter the remaining compartments.

Accounts of the sinking of the ship differ in detail, but, taking all the conditions in the great steamship and expressing symconsideration, it is surmised by the naval pathy for the bereaved and thanks for the constructors that the immediate cause of saved, were passed by a score of organiza-

ment of bulkheads. It is pointed out, also, that there was no piner hull, such as is installed on warships, and which in the case of the Titanic, the officers say, might have kept her affoat until the arrival of the Carpathia at least, If not long enough to limp into some harbor er to some beach. The Titanic did have the double bottom which is a feature of the mem man-of-war construction.

The naval constructors believe, therefore, that it would be advantageous to add to the weight carried by transatfantic liners by additional bulkhead construction and an inner hull, to say nothing of adequate lifesaving apparatus, and to do away with some of the luxuries which are used largely for advertising purposes and to satisfy the demands of

the wealthier travellers. Thinks Speed Minor Factor.

One of the naval officers who has taken from the loss of the Titanic is Rear Admiral Philip Andrews, formerly naval aid son avenue. to the Secretary of the Navy and now chief of the bureau of navigation, who said There is, naturally enough, a good deal

of discussion concerning alleged excessive to me that that is not the factor in oceanic pavigation which may properly be regarded all their possessions in Surrey, Eng-It is only natural that there should be new home in Idaho. Even their tickets member of the crew. every effort made to reduce the time required in transatiantic trips. That is something which the public demands, and it is by no means certain that the chance of disaster would be materially lessened by a he was drowned. reduction of speed from, say, twenty-one to eighteen knots, which would be a great were not given by the Mayor, are being sacrifice in a commercial way.

"What is of real necessity, however, is the establishment of safe lanes of travel. husband belonged. with an avoidance of the obstructions which navigators come to dread and against which they are repeatedly warned by our naval hydrographic office. If the establishment of these ocean lanes of safety is augmented by an increase in the facilities of the hydrographic office and the employment of a patrol vessel to investigate ice conditions and other menaces to navigation, and to give warning and information to navigators, it seems to me that the will be met in a more adequate way, so far as there is protection to life and property on the sea, than by requiring ocean steamers to reduce their speed, ex cept, of course, at a time when it is obviously necessary to proceed with caution as in a fog. It does not require a nave expert to know that there are times when no vessel could jeopardize the lives of passengers by disregarding the rules of cau

"One of the important demonstrations by the loss of the Titanic is the need of the ing received at the City Hall yesterday successful international regulation of wireless communication, concerning which futile efforts have been made by the naval authorities for several years. The legislation which has been recommended has for some reason encountered obstruction. At all events, nothing has been done in the direction in which action is urgently needed.

Suggests "Abandon Ship" Drill. It would be well, also, to establish rules on board ship so that passengers and crew might regularly be stationed at the boats and drilled at 'abandon ship.' There would ing an emergency and lessening the chance foundered, will be closed to panic and disorder. Another beneficial respect to the dead manager.

practice would be the adoption of the nava; custom of closing the water-tight doors at night. There should be, moreover, a revision of the laws concerning damages, s as to have something more explicit than the exemption on account of 'perils of the

"It is quite evident that the newer type of ocean steamers have many features which are luxuries, such as palm gardens and elevators, and carry too few lifeboats and life rafts.

"One suggestion has been made which might very well be adopted-that of issuing to each passenger a card designating his place in the lifeboat, to be supplemented by instruction to the individual how the boat may be reached and what to do if it becomes necessary."

CITY GOES INTO MOURNING Festivities Abandoned-Resolutions Express Sympathy.

The pervading sorrow over the fate of the Titanic, which, with the first receipt of the news five days ago, began to thin out the theatre crowds and quiet the diners and taken the keenest interest in the stories of winers along Broadway, assumed a more formal aspect last evening. Hundreds of private fêtes and entertainments were abruptly abandoned and many public dinners

and meetings were indefinitely postponed. Mayor Gaynor, as president of the so-clety known as the Sons of Oneida, which was to have held its dinner at the Waldorf-Astoria next Wednesday evening, suggested that it be postponed for the present, and of the Titanic and have formed the opinion his action was instanting approved by the dinner committee. Paul Faguet, general agent of the Com-

pagnie General Transatlantique, has recalled all of the invitations for a dinner on board the new French Line steamship France on Tuesday evening, April 30. The same action was taken in the case of the 1st Squadron, 1st Cavalry, of the national services next Sunday, which will be attended by the guard, will not be accom-

The rector, wardens and vestrymen of the

for the event. Resolutions, the great majority commending the courage of the men who died on the sinking of the ship was this arrangeand last evening. The Men's Association of the University Place Presbyterian Church, the board of managers of the New York Produce Exchange and the New York Board of Jewish Ministers were among these. The resolution of the last named closed with these words:

While grieving over the great tragedy the members of the board share the universal feeling of profound admiration at the spirit of heroic self-sacrifice shown by those who gave up their lives that the weak and helpless might live.

APPLY TO MAYOR FOR HELP All Referred to Headquarters in ments removed.

Metropolitan Life Building. Several applications for the relief of Ti-

tanle sufferers were made at Mayor Gaynor's office in the City Hall yesterday. He referred them to the committee in much interest in the discussion arising established offices in the arcade of the again for England. Metropolitan Life Building, at No. 1 Madi-

One of the saddest cases brought to the attention of the Mayor was that of an English woman and her seven-year-old daughter. The husband and father went down with the Titanic, carrying in a belt speed in the transatlantic liner, but it seems around his waist \$5,000, which was every cent the family had. Recently they sold a peril calling for protective measures. land, and were on their way to start a for transportation to that state were lost. The father had obtained a place in a lifeboat shortly after his wife and child had got places, but his boat was swamped and

The mother and daughter, whose names cared for temporarily at an uptown hotel by a fraternal organization to which the

W. Frank Persons is in charge of the relief headquarters in the Metropolitan Building. It was announced that the telephone number was Gramercy 1329, through which persons desiring relief or wishing to aid in the work could communicate with the committee.

de Forest said they had sent out a number of investigators to visit the survivors, get their stories and ascertain their need of assistance. It is said that the committee hopes to provide permanent relief for the women and children who lost their husbands and fathers

MESSAGE FROM ROOSEVELT

Mayor Gets Telegram Expressing Grief at Titanic Disaster.

Theodore Roosevelt sent the following message to the Mayor on Thursday, it be morning:

Lincoln, Neb., April 18.

Lincoln, Neb., April 18.

Hon. William J. Gaynor,
Mayor of New York
I wish I were present in New York this
afternoon to join with my fellow citizens
in expressing our grief at the shocking
catastrophe to the Titanic and our deep
sympathy with the kinsfolk of those who
have perished. THEO. ROOSEVELT.

BOTH HARRIS THEATRES CLOSE. The Hudson Theatre and the Harris Theatre, in West 42d street, the properties James H. Darlington, of Pennsylvania. of Henry B. Harris, the theatrical pro- will read a prayer for the dead, and the then be familiarity with the means of meet-ing an emergency and lessening the chance foundered, will be closed to-night out of Emanu-El; the Rev. Dr. Thomas R. Slicer,

Meyer Would Require Lifeboats Enough for Every One Aboard.

MORE OFFICERS NEEDED

Wireless Operators Always on Duty and Control of Air Favored.

Washington, April 19.-Secretary Meye has decided views on the lessons to be drawn from the Titanic disaster. They are,

Ships should not be allowed to cross the Atlantic without having enough lifeboats to save all on board, and all ships should be confined to dimensions that will insure their being able to carry boats sufficient for all the passengers and crew.

for all the passengers and crew.

It would appear that steamships are under-officered. The large ships do not seem to have as many officers in proportion to passengers carried as the oldtime passenger ships of \$,000 tons.

Wireless operators should be on duty every hour of the twenty-four. There should be a day as well as a night wireless service, and as no operator can work continuously there should be at least two on every passenger steamship. Had that been the case, many more lives might have been the case, many more lives might have been saved from the Titanic, whose distress saved from the Titanic, whose distress calls fell on sleeping ears. It would seem that there should be, by international agreement, some system of searchlights

provided.

The government should insist on its right to control the use of the air for wireless signals, to be able to regulate the sending of wireless dispatches. No fake messages could appear, nor could official communication be refused in such case.

Bill for Wireless Control

Either from the Navy Department o the Department of Commerce and Labor a bill will soon emerge which, it is hoped. will be accepted by Congress as a basis for its action as regards wireless control. Meanwhile the Navy Department is con gratulating itself on the fact that by rea-

ward bulkheads. In this way, it is be- night the postponement of the sixtleth anthe department has now a right to set out its views in the international congress which is to be held in Europe in June. Sec retary Meyer has announced the personnel at the congress as follows: Rear Admiral John R. Edwards, af present chief inspector for machinery for the navy; Lieutenant Commander David W. Todd, and Dr. L. W. Austin, who has charge of the navy's wireless experiments. President Taft will not send a specia

nessage to Congress urging legislation to strengthen the present laws regulating su pervision of steamships clearing from American ports. The President believes since the Titanic disaster. Moreover, he United States are adequate if enforced, as the Department of Commerce and Labor would be able to enforce them with the restrictions of present international agree

British Certificate Accepted

Under agreement with Great Britain the certificate of the Titanic that she had met

bring about a new agreement between the spent in the navy. United States and Great Britain, and with which sail under the American flag or under the flags of nations not in the agreement are strict enough to compel the carrying of life-saving equipment sufficient to take care of every passenger and every

An act of Congress nullifying the existing agreement would make it impossible for officials of the Department of Commerce and Labor to accept a certificate from any board of trade or similar organization unless the requirements of this country were met as well. Such action by Congress was regarded as probable here to-day.

Secretary Nagel returned to-day from strongly to President Taft the calling of unwarranted. an international congress to impose strin gent regulations for the protection of life on the ocean.

Secretary Nagel observed that apparently all who might have been rescued from the Titanic were not saved. He called at tention to reports that some of the life boats were not filled and returned again and again to pick up men who had dived into the sea. In support of an international congress

to study oceanic transportation the Secretary said this seemed the proper way to deal with the question, as the United States could not undertake to impose its views or laws on the rest of the world which likewise is endeavoring to solve the mat-ter. We have the laws without the merchant

marine, while other nations have the mer-chant marine without the adequate laws," was the Secretary's remark.

TO URGE SAFER SEA TRAVEL

Memorial Meeting Will Be Held Tomorrow at Broadway Theatre.

In memory of the Titanic's dead there will be a memorial mass meeting at the Broadway Theatre to-morrow afternoon at 3 o'clock. Frederick Townsend Martin, the chairman, will read letters from Cardinal Farley and the Rev. Dr. Ernest M. Stires, rector of St. Thomas's Church, both of whom will be unable to be present. Bishop James H. Darlington, of Pennsylvania, will read a prayer for the dead, and the Rev. Dr. Joseph Silverman, of Temple Emanu-El; the Rev. Dr. Thomas R. Silcer, of All Souls' Unitarian Church; the Rev. of All Souls' Unitarian Church; the Rev.

terian Church, and the Rev. Dr. H. M. Warren, of Bayonne, will speak, in addition to William J. Bryan, Henry Clews and Sol Fieldman, who will represent the la poring classes.

All will argue for safer sea travel and the need of immediate legislation to that end Through Brigadier General Tasker H Bilss, acting commander of the Department of the East, the band from Governor's Island will play. Miss Alice Preston will sing several solos. The theatre will be decorated with flowers. The doors will be opened at 2:30 p. m. and no tickets will be

AFTER WIRELESS AMATEURS Navy Yard Men Plan Action to Curb Their Interference.

Interference with official and business aerograms has aroused naval men to a point where they declare that some measures must be taken to curb the ambitious amateurs and keep them from "butting in" on matters with which they are not cor cerned. It was suggested at the navy yard yesterday that laws be passed requiring the part of the members of the crew who every one possessing a sending apparatus to take out a license and limiting amateur apparatus to a certain strength and The ones who witnessed the tragic death wave length, which would not interfere of Captain Smith wept as they told theh with the official and commercial stations tales. In their eyes the captain of the Ti using force above a specified strength and a minimum wave length long enough to prevent interference by the amateurs.

"The navy," said one officer, who is well posted on the subject, "Is now working on alone at limited to a machine throwing a wave of from interference. The best comparison would be the ocean. Take a long, heavy wave, moving steadily ahead. A cross ripple of wind would raise little wavelets on its surface at all sorts of angles, but would no way interfere with its progress. So with the wireless, and any small fry attempting to cut in could be located very and radius of action confined to a certain just like any sailor would." class we could easily determine the direcson of the recent approval of a long pend- then it is simply a matter of distance before the offender's aerial wires are found. 'One thing should be done," he continued

'A law should be passed compelling some oncert of action between the rival wireless companies. At present things are in a bad way, but we hope that some action will especially as the present discord is not unlikely to have disastrous effects in cases

UPHOLDS NAVY'S OPERATORS trite men and women.

Rear Admiral Cone Resents Criticisms of Their Work.

Washington, April 19.-Rear Admiral Cone. that Congress needs no such suggestion of the may, issued to-day a statement rechief of the bureau of steam engineering senting accounts accredited to Marconi opis satisfied that the existing laws of the erators on the Carpathia, to the effect that withheld, saying that all the men had been the navy wireless operators on the cruiser warned not to talk about the disaster. Chester were too slow, could not use the Continental Morse code and hampered the Carpathia's wireless by their inefficiency. He declared the criticism was being used as a subterfuge to explain unsatisfactory work by the Marconi men.

Rear Admiral Cone examined the records with the requirements of the British Board of the Chester's men before talking. He when, one hour out past the Needles, the of Trade as to life-saving equipment would said a chief electrician in the navy was at fire was discovered. have been accepted in New York, and the the key on the Chester when information W. de Forest is chairman, and which has Titanic would have been allowed to clear was being sought from the rescue ship. He had been a wireless operator for seven noon to extinguish it. We were compelled

> The rear admiral lays stress upon the other nations in the same class, in the fact that after Secretary Meyer had isopinion of officials here. The regulations sued orders suppressing the activities of was stove in the waters readily tore open of the United States as applied to vessels all nava! radio stations, so the Marconi op- the watertight bulkheads, behind which get any information.

of wireless operators aboard the Chester," said Rear Admiral Cone, "and find that the operators on that vessel have given entire satisfaction, and their reports of fitness tinental code is used by all the wireless operators in the navy, and they are successfully working with it all the time.' The rear admiral said the surviving Titanic operator's statement was probably given under a harrowing strain from which he had been suffering for three and a half New York, determined to recommend days. This, he added, while natural, was

PLAN FOR WIRELESS NEWS Company Would Have Ten Reporters Travelling De Luxe. The Titanic disaster and the strange ab-

sence of news to the relatives and friends on both continents in spite of the perfection of wireless telegraphy brought out the fact yesterday that an organized ocean news service is planned through a contract with the Marconi Wireless Company of New York. Willis Pratt, a former newspaper man, of

No. 3675 Broadway, is the general manager of the group of men who say they will finance the venture. "This fearful story of suspense and rumors of censorship of news ought not to have been," said Mr. Pratt in speaking of his plans last night. "Ocean news service would have given to the world a satisfactory account of the tragedy and at least that would have been blessing.

Mr. Pratt said his plan is to employ at

TITANIC'S CREW PRAISE

Survivors Gather To Be Clothed and Tell Tearful Tales of Sacrifice and Heroism.

STEAMER ON FIRE BELOW

Stokers Agree Blaze Was in Progress from Time of Leaving Southampton Till 2 P. M. Saturday.

Stories of heroism and self-sacrifice of went down with the Titanic were told yes tante was sanctified by his fate. The story of how Chief

and his assistants went to their death down in the recesses of the ship, working the pumps, after they had or plans to use wave lengths of from 800 to dered the chief stoker aloft, telling him to 1,000 or more feet, and if the amateurs were fiee for his life, was one that was on the lips of every sailor

of praise went to the women. They told of cultured women who took the cars when the men who manned them tired. Of the Countess of Rothes, who held the tiller of one of the lifeboats for over five hours, on

"She was better'n a man that's wot. when I guy her me orders she obeyed them

All the crew united in saying that no tion an interfering current came from, and in danger. Many of them went back to it were many women-most of them were their bunks, only to be roused a few minto stand by the boats. Of the final scenes just before the ship left her, none was more solemn than that of the Navy Department's representation be taken which will bring about harmony, last confession. As the priest's hand was

Say Fire Was in Progress

Every stoker who was interviewed de-dared that the Titanic was after from the me she left Southampton until Saturday afternoon at 2 o'clock

This story was first told by an officer of the ship, who requested that his name be "The fire was in the coal bunkers, forward," said this man, "in stokeholes 9 and 10, on the forward end, in what is known as the second and third sections.

"The fire must have been raging long before she pulled out of her pier in Southampton, for the bunker was a raging hell "Immediately we began to work on the

fire, and it took us until Saturday after-The disaster, however, undoubtedly will years, the last four of which had been to dig out all the coal from these sec-

"In my opinion this fire played no small part in the disaster, for when the bow erators might get news from the Carpathia had been this coal. If the coal had been without interference, they also failed to still in the second and third sections when the vessel struck the iceberg it would "I have examined the reports of fitness have probably helped the bulkhead to resist the strain. The same man, speaking of the accident,

"None of us realized there was any danshow them to be capable men. The Con- ger at first. I ran to the deck, and soon returned thinking nothing serious had happened. Then I wondered what would be the result if the order was given to lower the lifeboats, for no man knew his place on the ship in such an event."

No Muster of the Crew. Asked to explain, he said:

Well, we had no muster. Ordinarily he crew is mustered every Sunday morn-

news From Foreign Office: Paris Hand Made Blouses for

Women; made of fine white batiste, with medallion of Irish hand embroidery, Val. and linen lace inserting; \$7.98 Long Doeskin Gloves-16 button

length English Gloves, in white. They are of superior quality and washable. Really worth \$2.98

Hand Embroidered Night Gowns; made of nainsook and trimmed with pretty floral sprays; Val. lace inserting and linen lace 98c to \$5.49

Mourning Apparel in Complete Stocks

paces they would have to go through in ing, most of them, and many of o the event of deserting the ship. When Sunday morning passed and no muster was than their full capacity cried out to us to ordered we all thought we would surely pull back. have a muster Sunday night. We did," he added grimly, "but it was not a drill. Yet that of my matey, 'Paddy' Lyons, of Cork, it seemed that every man who went on who lowered our boat. He was shoutlog deck jumped into his proper place. That the lifeboats were put off without any being overturned in their davits was a miracle. The lifeboat I had charge of became fast as the men who should have lowered the forward fall rope evidently did not know his business. However, I pulled out asknife and cut the rope just in time.

Asked if he knew any reason why the men had not been mustered, he answered: "I suppose-well, I really cannot answer that question.

This officer said that the vessel had three additional boilers going Saturday and that the ship was striving her utmost to make When we left Southampton," he said

we had twenty-one of the twenty-nine bollers going. Friday, at midnight, three ing the Carpathia was on her way to the more were added, so that on Saturday we made 549 miles. The day before we made the lifeboats to stand by, after rowing 300 something like 515 miles."

Sixty Lost in the Hold. Edward King, a stoker, said that when

the ship struck the berg he was firing. There were over seventy of us down ! the hold," he continued, "and only ten of us escaped. Just before the crash came the signal was given to stop. The chief stoker ordered the dampers closed. This we did We were standing around for fully a minute, wondering what was wrong, when the crash came. Almost a minute later message from the engine room over the telephone. Engineer Harvey, after hanging up the receiver, shouted:

'All the men on deck!' The men re sponded by scrambling up the steel escape ladders and taking their places by the boats.

Thomas Jones, an able-bodied seaman hailing from Anglesea, told, perhaps, the most dramatic story of the lot.

women and children. Two of them were titled ladies. One was the Countess of Rothes, and she was a 'brick.' She asked went down, and when all the boats had me if she could be of service when some of the men manning the oars began to get of a group of men and women kneeling weak. 'Certainly, your ladyship,' says I. I one helped me aboard. There was just bareheaded about a priest, making their took one of the men's places at the oars and she took mine at the tiller, and-would uniform of an army officer crawled on to seen to make the sign of the Cross, pro- you believe it?-that lady, the Countess of nouncing the words of absolution, the ship Rothes, stood at the tiller all night! Yes, died. We threw him overboard to make sank, and the "Egote absolve" of the priest sir. An' she's a long sight better'n most room for a living man. was answered by a brief prayer by conjust like a sailor would.

"And there was another titled lady, a baroness, I think, with little hands, but they were strong. She worked beside me at the never a word of complaint, all night.

Only One Distress Signal.

Seaman Jones said that there were but thirty-five in his lifeboat, and that it could ing.

said, "Captain Smith ordered me to proceed to the fishing smacks, whose lights we could see in the distance, and then to come back to the boats. But the fishing because we used no rockets, and, then again, there was but one boat among the whole \$1.500. fleet of lifeboats that carried a blue lightthe signal of distress.

ing, and they are put through the same awful! The people on the boat were cri who had seen the boats pull off with lest "One voice I could distinguish. It 'Boat ahoy!' I wanted to turn back, but most of the women began to cry and urged

me to go on. Ismay One of First to Get In. Jones said that he helped to lower the first lifeboat that left the ship, and that

J. Bruce Ismay was one of the first to get into the boat. A steerage steward, W. S. Halford, who escaped in Lifeboat No. 5, said he was a mile from the vessel when she went down, "It sounded like a volcano," he said Even at that distance we could hear the groans and shouts of the drowning. I saw

two collapsible boats overturned." When half the lifeboats had been lowered became apparent to the officers of the ship that the fishing smacks could be of no aid to them, and Captain Smith, know rescue, gave orders to the men in charge of yards off.

A steward who got off in one of the boats told the following story: "When we pulled away we could hea

the orchestra playing 'Nearer, My God, to hymn. My, but it was solemn to hear that song, knowing many were singing the truth

"But there were many women, and mer too, who would not believe the ship would sink, and many of the women, when their husbands were not allowed to get in the boats with them, jumped back on deck

again to remain with their husbands. Heard Fifteen or Twenty Shots

Just after the lights were out on the ship there was a deadly silence for a minute. Then there were groans and cries at the ship parted in two just aft of the third funnel, counting from the bow. could plainly hear fifteen or twenty shot in rapid succession. some who preferred to go that way."

A fireman who feared to give his nam told a story of horror that brought tear to his eyes "I jumped," he said, "as the boat wa

sinking. I came up near a raft. Some barely room for another. A man in the the raft, but he stiffened out at once and

"There were many men swimming around our raft, and they tried to get a hold on it. But some of us had to be prepared for this, and we beat them off with oars. We struck some on the hands to make them same oar when one of the men got tired, let go their hold, for they might have overand she kept a strong, steady stroke, with turned the raft, and others we had to beat

The crew were cared for at the American Seamen's Priend Society's Building. No 507 West street. They will leave here on the Lapland to-day for Plymouth, where have held thirty more without overcrowd- they will be paid off. There was a brief "When we put off from the boat," he service for them yesterday at the institute, conducted by the Rev. Dr. George McPherson Hunter, and the men wept as they sang "Nearer, My God, to Thee!" All received a complete new outfit, few having sufficient clothing. The outfit consisted o

SUNDAY'S NEW-YORK TRIBUNE "When I saw the ship was doomed 1! Mailed anywhere in the United States stood by. My God, but it was something for \$250 a year.

BOOKS AND PUBLICATIONS.

BOOKS AND PUBLICATIONS.

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